

***STATEWIDE
ROAD SYSTEM -
ARTERIAL
IMPROVEMENTS***

CORRIDOR PRESERVATION AND ADVANCED ACQUISITION OF RIGHTS OF WAY

PROJECT SCOPE/DESCRIPTION: The corridor preservation program has four main goals: maintain a road's ability to handle traffic efficiently and safely; minimize the transportation impacts of increased economic growth; preserve the ability to make future transportation-related improvements as needed; and prevent the need to build an entirely new road.

In accordance with these goals, there are several techniques and methods used to preserve the capacity of a highway corridor. As part of the subdivision review process, the Department attempts to manage access for new development by requiring entrances onto secondary or frontage roads, as opposed to direct access on to a main highway. Where applicable, shared entrances are also encouraged. As part of the program, the Department can purchase property access rights, development rights, or properties in whole, in order to make needed transportation improvements or preserve the highway's capacity. The program may also include individual improvements such as frontage roads, intersection improvements, and overpasses.

Four corridors have currently been approved: US301; SR 48, from Hercules Road to SR 41; US 13 from the Maryland line to SR 10 in Camden; and US113 from the Maryland line to Milford.

In addition to preserving capacity on selected corridors, funds are also authorized for selected early property acquisitions for proposed projects (those under program development or design) where, under current procedures, it is determined to be in the best interest of the State to purchase (protect) property subject to development and/or when a property owner hardship is identified. This is done in cases where a project has a high probability of proceeding to construction, but has not yet proceeded to a point in design where final right of way plans have been developed or funds have been authorized for the Right of Way phase.

PROJECT JUSTIFICATION: To maintain capacity along transportation corridors and to provide funding for protective buying and hardship acquisitions involving projects under program development or design.

County: Statewide
Funding Program: Road System – Arterials
Functional Category: Management
Representative District: Statewide
Senatorial District: Statewide

INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	CURRENT 7/00-6/01 TOTAL	FY 2002 7/01-6/02 TOTAL	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07 TOTAL
Rail Corridor Preservation	100% ST	700	100	100	100	100	300
Highway Corridor Preservation	100% ST	20,771	3,871	6,900	5,000	5,000	
Inc. US 13, US113, SR 48, SR 1, and US301	80% F – Q25	<u>17,000</u>	<u>2,000</u>	_____	_____	_____	<u>15,000</u>
	TOTAL	38,471	6,971	7,000	5,100	5,100	15,300

All \$ X 1,000

PAVEMENT REHABILITATION - ARTERIALS

PROJECT SCOPE/DESCRIPTION: As specific project scopes are developed, funds within this allocation are programmed accordingly to the appropriate road system category. The arterial roadways that are currently scheduled for major pavement rehabilitation's are listed below.

PROJECT JUSTIFICATION: To improve deteriorating poor pavement conditions throughout the state.

County: Statewide
Municipality:
Funding Program: Road System – Arterials
Functional Category: Preservation
Representative District: Statewide
Senatorial District: Statewide

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02 TOTAL	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07 TOTAL
	Other Pavement Rehabs	PE/C	100% ST 80% F – Q24	3,360 35,731			1,680 3,811	1,680 6,720	25,200
99-061-11	Library Ave., Kensington Lane Lane to SR273, Newark	PE C	100% ST 80% F – Q24	105 6,500	105	6,500			
99-044-03	New Linden Hill Rd. Polly Drummond Rd to SR 7	C	80% F – Q24	4,788		4,788			
	SR273, Ogletown to I-95	C	80% F – Q24	4,156			4,156		
					_____	_____	_____	_____	_____
			TOTAL	54,640	105	11,288	9,647	8,400	25,200

All \$ X 1,000

PAVEMENT RESURFACING - ARTERIALS

PROJECT SCOPE/DESCRIPTION: Resurfacing of all state-maintained roadways except for Suburban Streets. Specific locations are determined after each spring's inspection.

There are many types of resurfacing treatments, which may vary by materials and depth of improvement. Below are listed some of the most typical, including width of improvement and estimated cost per mile. In addition to these baseline estimates an additional 15% is normally added for construction engineering and/or the construction management expenses associated with a contract.

Treatment	Width	Cost/Mile
Full width surface treatment	20 ft.	\$10,000
3 inch hot-mix overlay with minor patching & 10 foot shoulders	24 ft.	\$210,297
3 inch hot-mix overlay with minor patching	20 ft.	\$152,250
2 inch hot-mix overlay with minor patching	20 ft.	\$104,000
Microsurfacing - two courses	20 ft.	\$30,000

All costs are construction costs

County: Statewide
Municipality:
Funding Program: Road System – Arterials
Functional Category: Preservation
Representative District: Statewide
Senatorial District: Statewide

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02 TOTAL	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07 TOTAL
	Resurfacing	100% ST	84,353		13,908	12,976	14,367	43,102
	I-95 Paving for detour routes	100% ST	1,000	1,000				
	TOTAL		85,353	1,000	13,908	12,976	14,367	43,102

All \$ X 1,000